



April 11, 2007

TO: Transportation Authority of Marin Executive Committee

FROM: Dianne Steinhauser, Executive Director

RE: Bike-Ped Path Maintenance Study Report, Agenda Item 5

Dear Commissioners:

Executive Summary

In June 2006 the TAM Board of Commissioners considered two bike/ped path maintenance policies: one, reserving Measure A interest income as a match for local spending on routine bike/ped path maintenance for the facilities collectively known as the “North South Greenway”; and second, intending to utilize TDA Article 3 funds in the future for major maintenance of bike/ped facilities. Funding from Measure A interest was to be provided to relevant jurisdictions for up to 50% of the cost of routine maintenance. Prior to formally adopting the policies, the Board agreed that a detailed inventory of current maintenance practices and needs should be conducted, covering the North-South Greenway south of central San Rafael.

The specified inventory is now complete, and indicates that routine maintenance is not practiced in the same fashion across jurisdictions. Major maintenance is necessary with respect to several bridges needing replacement and a general need for pavement maintenance on the path. Details are provided below.

Recommendation: That the Executive Committee discuss the findings of the bike/ped path inventory with a view toward finalizing policy for funding maintenance of current and future multi-use facilities. That the bike/ped path inventory be provided to the jurisdictions with responsibility for the path segments.

Background

During the public review process last year prior to adoption of the TAM Measure A Strategic Plan, comments were received suggesting a TAM role in funding and coordinating maintenance of Marin’s existing and proposed multi-use path network. At its June 2006 meeting, the TAM Board of Commissioners expressed its intent to adopt a policy reserving Measure A interest income for routine bike/ped path maintenance for the facilities collectively known as the “North South Greenway.” To encourage the commitment of local resources the TAM funding was to be provided to relevant jurisdictions for up to 50% of the cost of routine maintenance. At the time, the policy intent was a critical incentive for the City of San Rafael to agree to the maintenance of the Puerto Suello Hill bike/ped path, an action necessary to allow the project to proceed towards construction. At the same time, the Board agreed to allow TDA Article 3 funds to be eligible for major maintenance of Marin’s path system.

There were a number of questions that arose at the time of the discussion such as the condition of the facilities in question and what the commitment to ongoing maintenance would cost over time. The Board agreed that implementation of these funding policies not occur until a detailed inventory of current maintenance practices and needs is produced, and directed staff to conduct such an inventory.

The specified inventory is now complete. Conducted for TAM by Alta Planning and Design and Nichols Engineering, its findings stem from detailed interviews of public works staff in the jurisdictions responsible for maintaining the path and an independent inspection of path facilities intended to define "major" maintenance projects intended to restore paths to their original condition.

As-needed and routine maintenance expenditures range from \$8,333 to \$12,500/mile. Included in this category are such tasks as sweeping, re-striping, landscape trimming and pruning, pavement sealing and pothole filling, trash disposal, graffiti removal and lighting replacement. The report also covers \$1.2 million in major restorative maintenance items such as re-paving and bridge replacement and outlines a phased 10-year plan for this that would escalate the cost to \$1.4 million. The report also graphs the long-term savings that would result from a program of preventive maintenance. The report suggests various funding sources that could be available to the jurisdictions covered by the report as well as those jurisdictions through which the path network will ultimately expand.

Staff and the consultant team will be prepared to discuss study findings and their implications relative to refining TAM proposed bike/ped path maintenance policies.

Board members should note also that TAM researched various adopt-a-path programs back in June 2006, and presented that information to the Board. Early policy discussion included an option for TAM to provide a coordinator to local jurisdictions for their use to organize and implement an Adopt-a-Path program. Based on several local jurisdictions desire to pursue this independently, the item was tabled.

Recommendation: That the Executive Committee discuss the findings of the bicycle/ped path inventory with a view toward finalizing policy for funding maintenance of current and future multi-use facilities. That the bike/ped path inventory be provided to the jurisdictions with responsibility for the path segments.

Attachment: MARIN County Bike Path Maintenance, A Report on Existing Practices, Needs and Future Costs, March 27, 2007, Alta Planning and Design, Nichols Engineering